

RAILROAD VENTURE
COMES TO GRIEF

Heavy Loss by Foreign Capitalists in Big Enterprise.

GET CHAIN OF ROADS

Transcontinental Line Was Plan of the Promoters.

Dr. F. S. Pearson and British and Canadian Investors Forced to Transfer Huge Block of Securities to Kuhn, Loeb & Co.—Scheme Well Backed Until Recent Fall in Prices Brings Call from Banks.

New York, July 27.—One of the boldest ventures in American financial history, and, particularly, in the history of American railroading, came to grief to-day, when there was transferred to Kuhn, Loeb & Co., of this city and a syndicate headed by them the bulk of a huge block of American railroad securities, acquired in the past nine months by a British and Canadian syndicate, headed by Dr. F. S. Pearson, one of the world's best known engineers. The project was a reminder of Harriman in conception, however unlike him in execution. The men behind it, from the manner in which they carried on their operations, contemplated no more nor less than a dominant interest in a chain of railroads extending from the Atlantic to the Pacific coast.

HAD MANY SUCCESSSES.

Dr. Pearson, a Canadian, who is said to have been a professor of engineering at Tufts College, is an engineer as well known to British and Canadian financiers, from the success of his operations in Spanish-American railroads, as Robert Pearson, Sir Westman, from the profit derived from tunnel building in Great Britain and this country. It was Sir Westman who built the Stewin tunnel under the East River.

Dr. Pearson, who is not related to the other engineer of that name, nor associated with him in business, attracted the attention of British and Canadian investors principally by the organization and operation of tramway companies in South America and Mexico. Investors and bankers derived remarkably handsome profits from these enterprises, so that on embarking in business in this country he had powerful financial backing.

The first big venture of Dr. Pearson and his associates in this country was made in the latter part of last year. It was in the stocks and bonds of the Rock Island Company, which owns the Chicago, Rock Island and Pacific Railroad Company, which in turn owns practically all of the stock of the old Chicago, Rock Island and Pacific Railway Company, one of the best granger lines.

BUY ROCK ISLAND STOCK.

Dr. Pearson made a physical examination of the company's properties, and in his report the Canadian and British financiers, who had long followed him and profited through him, bought heavily of Rock Island securities. Sincerely, Judge W. H. Moore and D. G. Reid, the men then in absolute control of Rock Island, were willing to sell them.

In the early part of this year Dr. Pearson and one of his associates, Percival Farquhar, said to be an Englishman, and a man of whom little is here known, were elected directors of the Rock Island Company. It was given out at the time that the syndicate represented by them had acquired about 20 per cent of the company's capital stock. The company has outstanding \$20,000,000 common and \$20,000,000 preferred. The syndicate bought more heavily of the preferred than of the common, and also bought heavily of Chicago, Rock Island and Pacific Railroad collateral trust bonds. So here was a tidy investment to begin with.

It was also announced at that time that Dr. Pearson and his associates were associated.

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BIG PROFIT IN CHICAGO LAND.

Plot Sold at \$14,000 a Front Foot. \$608,000 Gain in Seven Years.

Chicago, July 27.—Property on Michigan boulevard sold for \$14,000 a front foot yesterday. The lot, 82 by 171 feet, at 189 to 192 Michigan boulevard, was sold by the Leander J. McCormick estate for \$148,000, a profit of \$268,000 in seven years.

WILL PROTECT TRAINS.

South Bend, Ind., July 27.—The Grand Trunk Railroad Company was notified to-day that it will be protected in the running of all trains. This was the result of a meeting between Brig. Gen. McKee, of the Indiana National Guard, who represents Gov. Marshall and Mayor Goetz and other local authorities.

Last night the railroad did not attempt to run any freight trains to Chicago after dark and they will not do so for several nights. The officers of the company say they have men enough to run trains, but as most of them are new they will not be put to work until the trainmaster has his organization complete.

Matinee, "Puddin'head Wilson." To-day 2:15; Columbia Theater; 2c and 5c.

Flooring—100 Different Kinds. Frank Libbey & Co., 6th & N. Y. ave.

WEATHER FORECAST.

For the District of Columbia, Maryland, and Virginia—Partly cloudy, probably local showers to-day; to-morrow, fair; moderate, variable winds, mostly southwest and west.

HERALD NEWS SUMMARY.

- Pages.
- 1—Railroad Investors Lose Heavily. Newspaper Man Goes Insane. Plans for Raising the Maine. Fireman Killed by Fall. Windstorm Hits Gettysburg Camp. Autoists to Test Maryland Law. Harding Named in Ohio.
 - 2—Georgetown Has Freight Service. Storm Displeas the Heat.
 - 3—Roosevelt Silent on Ohio. Napoleon of Finance Jailed.
 - 4—Editorial.
 - 5—In the World of Society.
 - 6—Nationals Down Leaders.
 - 7—Horse Show at Manassas. Detroit Garmen Coming.
 - 8—Commercial and Financial. Changes in Georgetown Faculty.
 - 10—Bigger Water Supply Needed. Scientists to Study Census.

INFANT'S SLAYER
GUARDED IN CELL

News of Deed Again Shocks Reporter's Reason.

HURLED BABY ON WALL

Subdued by Two Officers After a Struggle.

Tragedy at Home of Mrs. C. T. Markey, in E Street Northeast, Early Yesterday Morning, Due to Brooding Over Lack of Employment—Wife Is Grief-stricken, and Home of Newspaper Man Is in Gloom.

Through the grating of a maniac's cell at St. Elizabeth's Hospital last night William J. Carver, twenty-five years old, a news reporter, was informed that he had killed his infant son by hurling it against a wall about 6:30 o'clock yesterday morning at the home of Mrs. C. T. Markey, 704 E street northeast.

For several hours after he had been overpowered by two policemen he had been rational. The police news overthrew his reason, and with more violence than before, and he paced his cell, tearing his hair and shrieking in distraction. The attendants made extra precautions to prevent him from doing himself bodily harm and a guard was placed over him. The wife is prostrate with grief. The body of the infant is at the District morgue, awaiting a coroner's inquest to-day. The Markey home is in gloom.

Spends Sleepless Night.

At the hour customary for Mr. Carver to arise for breakfast yesterday, his son, William Carroll, eleven months old, toddled to his bedside, holding the hand of Mrs. Markey. The father had been accustomed to lifting the little one upon his breast and playing with it, but this time, his eyes flashing from a sleepless night, he leaped from his bed, seized the child by its tender shoulders, and, with an imprecation, hurled it across the room.

In horror, Mrs. Markey fled, followed closely by her son-in-law, who, still in night clothes, rushed down the stairs and threw himself upon the floor in a front room.

Her mother's screams awoke Mrs. Carver, and rushing into the room which her husband had occupied she found the baby unconscious among its toys. The child's skull was crushed. Gathering it into her arms, she ran downstairs, where she was joined by her mother and other panic-stricken members of the family.

Dr. Ruckey, the family physician, was summoned by telephone, and within a few minutes was on the scene. Carver remained sullen on the floor. The physician summoned two policemen from the Ninth precinct station, and they were told.

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BRYAN NO BOLTER.

Says He Will Support Ticket As Named at Primary.

Lincoln, July 27.—Mr. Bryan will not bolt any of the nominees to be named at the direct primary on August 18, neither will he give up the fight to re-elect, as he put it, control of the Democratic party in the State into the hands of men who are not brewers and distillers or their political agencies. His energies this year will be largely devoted to helping county option candidates for the legislative election.

Mr. Bryan was almost as cheerful as ever to-day on his return from Grand Island. He said he made the right because he believed it was his duty to save the party from defeat, and that an espousal of the liquor cause or control by its chief beneficiaries would bring defeat.

His loss of leadership in the State he regarded as merely temporary. Apparently what he likes least is the opportunity it affords for enemies to taunt him. The only comment he made on the proposition was:

"It is better to be a doorknocker in the house of the Lord than to dwell in the tents of the wicked."

Reduced Rates to Jamestown, Chautauque Lake. On August 5 and 6 the Pennsylvania Railroad will sell special excursion tickets to Jamestown, N. Y., Lake Chautauque, good to return until August 18, at reduced rates. See the nearest ticket agent.

Flooring—Alabama—\$2.25 per 100 ft. Frank Libbey & Co., 6th & N. Y. ave.

Flooring—Very Pretty—\$2.25 per 100 ft. Frank Libbey & Co., 6th & N. Y. ave.

SAME OLD SMILE.

MAINE MAY SAIL
BACK INTO PORT

Arbuckle Has New Plan for Raising the War Ship.

POSSIBLE TO REPAIR HULL

Head of Big Engineering Firm Has Scheme that Looks Plausible to Admiral Evans—May Come to Washington to Present Matter to the Navy Department Officials.

New York, July 27.—John Arbuckle, sugar king and coffee merchant, who has been successful in pretty nearly everything he ever attempted, wants to raise the Maine from Havana harbor. Roused by the plan submitted by John Francis O'Rourke, Mr. Arbuckle has telegraphed the Acting Secretary of War in Washington that he wants to go to the National Capital "the first cool day" and talk over his project, which he is confident will prove successful.

At the same time he telegraphed Acting Secretary of the Navy Winthrop, care of President Taft, on the United States yacht Mayflower, asking him for the loan of a naval vessel to make an inspection of the Maine as she lies submerged before submitting a bid to raise her.

Indorsed by Admiral Evans.

Here is his telegram to the Acting Secretary of War:

Admiral Evans has examined my plans and reports for raising the Maine, and writes me: "I have studied over your plan for raising the Maine, and consider it in every way practicable."

I would like to go to Washington the first cool day and show you models and drawings for raising the Maine. Ask that the highest ability among the army engineers examine my plans and models in connection with the project.

Have raised Bavarian, Mount Temple, United States cruiser Yankee, Nero, Molaw, and merchant steamer Massachusetts, 6,000 tons. These vessels were abandoned by largest wreckers in United States and Canada. Have not had a single failure.

The Yankee was sunk after we had taken her twelve miles; otherwise we could have delivered her at Brooklyn Navy Yard as we did the Nero, with one-quarter of her bottom gone.

Not Ready to Talk.

Mr. Arbuckle was in consultation with several engineers to-day.

"Not a word now, not a word," said he. "I am not ready to talk yet. I have my plans, pictures, blueprints and all, and I will give them out in good time, but not yet."

"Will you operate the pontoon system you devised and worked so successfully?"

"I said not a word at this time."

Into his business of raising ships the coffee king has put all the energy and forcefulness that have marked the dozen and one other callings he has taken up. He has made sugar and sold it. Then he operated a floating hotel on an old square-rigged ship, taking it out to sea nightly and tying it up at a pier in South Brooklyn.

ARMY ENGINEERS DISCUSS

PLANS TO RAISE MAINE.

Before the wreck of the battle ship Maine, in Havana Harbor, is raised a cofferdam will be built around it, the water will be pumped out, and the entire hull of twisted steel will be exposed to view.

Army and navy engineers have agreed that this is the only feasible way to raise the hull that was blown up the night before the Spanish war. It will cost at least \$500,000, one-third of the total appropriation by Congress for the work.

Brig. Gen. Bixby, chief of engineers, will at once recommend that a survey board be appointed, and that it proceed to make a thorough survey of the hull, and report. A preliminary survey will be made as soon as the board of engineers is organized.

Thousands of crabs are now being caught at Chesapeake Beach every day.

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Flooring—No. 1 Short Lengths, 1/2 Price. Frank Libbey & Co., 6th & N. Y. ave.

neers is named, before the actual work starts.

About ten years ago an effort was made to raise the Maine. When Cuba was still under United States military government, proposals were asked, and five firms entered bids ranging from \$30,000 to \$75,000. All were rejected, as the firms failed to say how they intended to do the work.

In 1901 proposals were again asked, and a Chicago firm was given the contract. But a year later the contract was declared annulled because the contractors failed to start.

The cofferdam method will permit a close examination of the wreck. It is believed the forward part of the hull so badly shattered it will have to be raised piece by piece, but the after part of the vessel is intact, according to engineers who have examined it.

It can probably be raised by building bulkheads to keep out the water.

FALL KILLS FIREMAN

Stewart Rosenberg, of No. 10 Engine, Is Victim.

SKULL FRACTURED ON STONE

Stable Fire Causes Accident at 1300 I Street Northeast, Where \$500 Damage Resulted and Horse Burns to Death—Rosenberg Leaves a Bride of One Year.

Fatally injured by falling from a ladder while at a fire yesterday afternoon in the stable of Policeman William Riley, of the Ninth precinct, at 1300 I street northeast, Stewart K. Rosenberg, aged twenty-eight, a member of No. 10 Engine Company, died at Casualty Hospital last night about 10 o'clock. Rosenberg fell only ten feet, but struck his head on a stone and received a compound fracture of the skull.

The alarm was turned in about 1:30 o'clock. No. 10 and two other companies responded. A strong east wind had fanned the flames, until fear-by buildings were threatened and prompt work was necessary. Rosenberg sent a ladder against the wall and went through a second-story door to get the hose over the blaze.

When the fire was practically extinguished Rosenberg started down the ladder. In some manner he lost his footing and fell heavily to the ground. A patrol wagon was called from the Ninth precinct, and attended by Dr. Moffett, of 1200 East Capitol street, Rosenberg was removed to Casualty Hospital. He lived at 405 Tenth street southeast, and is survived by his wife. He had been married a year.

While the firemen were caring for the injured man the fire gained new headway, and within a few minutes had spread to the stable of Benjamin April, at 1300 Wylie court, and a shed in the rear of 821 Thirteenth street and 1311 I street northeast. About \$500 damage was done to the Riley stable and a valuable horse was burned to death.

Both the District troops and the regulars were caught in this afternoon's storm, and most important of all an abatement of the pest of house flies was brought about. Next in importance was the laying of the thick coat of yellow dust that has covered the roadways for the past two weeks.

To-day's work of the District brigade was comparatively easy, consisting of squadrons and regimental maneuvers in the attack and artillery exercises in attack in the forenoon and regimental, battery, and squadron drills in the afternoon. Night operations will occupy the guardmen's attention to-morrow and Friday night, followed by maneuvers on Saturday and departure Sunday. There will be no more day drills.

In the night operations the powerful searchlight of the engineers from Washington Barracks and the means of communication of the District signal corps will figure prominently. Detachments from both these organizations were out for preliminary practice to-night.

STORK GROWS LAZY.

Four Indiana Schools Close, as There Are No Scholars.

Columbus, Ind., July 27.—County Supt. Charles E. Talkington says that race suicide is responsible for the closing of four schools in Bartholomew County this fall. One of these schools is in Rock Creek Township, another in Flat Rock Township, and two in Jackson. The school at Rock Creek had an enrollment of forty a few years ago, and this year it has but seven. One of the Jackson schools had an enrollment of three and the other of an enrollment of five.

The law provides that an enrollment of fifteen or less gives the township trustee permission to abolish a school, and an enrollment of twelve or less makes it imperative on him to close such a school.

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CRIPPEN NOT FOUND.

Wireless Message from Ship Says He Is Not Aboard.

Montreal, July 27.—Lieut. Col. Sherwood, of Ottawa, issued orders this morning for Charles Gauvreau, chief constable at Rimouski, to board the Montrose at Father Point on Friday and arrest two persons supposed to be Dr. Crippen and Miss Le Neve, and to proceed with them on the Montrose to Quebec.

Father Point, Quebec, July 27.—In response to a Marconi message sent from here to the Royal George, Capt. Harrison replied:

"Have spoken both the steamship Montrose and the steamship Sardinian, which I passed, and received word that all is well on them, but no reference was made to the Crippen case whatever."

"(Signed) HARRISON."

On board steamship Sardinian, via wireless to Belle Island, Newfoundland, July 27.—"After a careful inspection of passengers aboard this steamer, no one answering to the descriptions of Dr. Crippen and Miss Le Neve has been found aboard."

The above message is in response to an inquiry sent to the Sardinian at sea.

AUTOISTS IN TRAP
LAID TO TEST LAW

Arrested in Hyattsville by Posted Constable.

J. T. HENDRICK IS FINED

Plays Martyr for the National Automobile Association.

Accompanied by Attorneys and Friends He Drives Into Village Without Maryland License or Register Tag, After Trip Through Storm, and Is Haled Into Court, Where Photographs Are Made.

When five men start out with the avowed intention of getting arrested they usually succeed, and that is just what happened to the party that left Washington in a four-cylinder automobile yesterday afternoon to test the automobile laws of Maryland.

The machine bore the insignia of the National Automobile Association, and John Thilman Hendrick, its owner, was the man at the wheel. He was arrested at Hyattsville for driving without a Maryland license and without having his car registered.

Justice Brooks Hunter, fined him \$25 and costs on one charge and \$15 and costs on the other, on complaint of Constable Charles W. Barr. An appeal was taken, and the constitutionality of the law will be tested in the Circuit Court in October.

Attorneys C. L. Bouve and Jackson H. Ralston, counsel for the N. A. A.; Holcomb G. Johnson, local treasurer of the association; a photographer, and a newspaper man were the four who accompanied Mr. Hendrick on his heroic trip through the mud just to get taken into custody.

Constable Ready for Duty.

Constable Barr, of Hyattsville, had been notified that the law breakers would roll into the village late in the afternoon. The machine left the Washington Herald office promptly at 4 o'clock, in spite of the fact that a thunder shower was sweeping over the city.

In a rain that almost blinded the driver, the car forged into a sea of mud on the Hyattsville road. Five minutes later it was flying through rain that came down in solid sheets, but the sturdy Pullman car drove ahead through the gale, with water deluging every one and a wind howling around it that threatened to lift off the top at every moment. The car pulled into Hyattsville without a mishap.

Mr. Hendrick tooted his horn to show Constable Barr it was time for him to get busy, and that officer was on the scene in an instant. With the skill of a born sleuth, he discovered at a glance that the car bore no State license. He placed

Continued on Page 2, Column 3.

MRS. RAWN TESTIFIES.

Thinks Husband Shot Self in Scuffle with Burglar.

Chicago, July 27.—At the all-night session of the coroner's inquest over the body of Ira G. Rawn, former president of the Monon Railroad, to-night, Mrs. Rawn, pale and weak, told a detailed story of the events of the night of the tragedy.

Mrs. Rawn had an entirely new theory as to the death of her husband—that he had been killed by a shot from his own weapon in a scuffle with a burglar, who met him on the steps of their home.

E. C. Field, general counsel for the Monon Railroad, said: "Mr. Rawn told me some time ago about the Illinois Central affair. He admitted that there might have been men under him who were carrying on grafting. But he said: 'I don't know anything about it.' He said that there was no man big enough to handle all of the details of a great system like that."

Declines to Handle Bonds.

Paris, July 27.—The French bank syndicate which handled the last issue of American securities sent to Paris has just declined another parcel of bonds issued by the same railroads.

Blackstone's Special Spray, \$2. It is magnificent. Order it. 14th & H.

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REGULARS WIN
IN OHIO BATTLE;
HARDING NAMED

Garfield, Beaten on Platform, Drops Out of Race.

COX COMES TO RESCUE

Fears Stampede to Longworth, and Quits Judge Brown.

Taft Strongly Indorsed and Scarcely a Sop Thrown to the Insurgents. Nomination Made on Third Ballot. Foraker and Garfield Get Cheers. Taft Friendly to Winner, Who is Old-time Foraker Man.

REPUBLICAN TICKET IN OHIO.

For Governor—Warren G. Harding. For Lieutenant Governor—F. W. Treadway. Secretary of State—Granville W. Mooney. State Treasurer—Rudy A. Archer. Attorney General—Ulysses M. Denman. Justices of Supreme Court—W. B. Crew and J. N. Summers. Clerk of Supreme Court—John S. McNutt.

Columbus, Ohio, July 27.—With no more concern than a poker player casting aside his discards, George B. Cox, the burly Republican boss, of Cincinnati, flung over Judge Oren Britt Brown, of Dayton, his candidate for governor, in the Republican State convention to-day, and brought about the nomination of Warren G. Harding, editor of the Marion Star, and an old-time Foraker man.

With no uplift of voice, nor the slightest change in his massive calmness, Mr. Cox precipitated a dramatic scene, which promises to be long remembered in Ohio politics.

PLAYS HAND WELL.

By his stroke Mr. Cox drubbed Senator Theodore E. Burton and prevented the nomination of Representative Nicholas Longworth, Col. Roosevelt's son-in-law, and the candidate most favored by President Taft. Cox, in administering this castigation to Mr. Longworth, did it, however, after the fashion of the good old Southern mammy, who called her offspring in from the street, saying, "Come in hyah; Rastus, and stop playin' wild them po' white trash; they will lick all the molasses off yo' bread and den call you yo' nigger."

It all happened on the third ballot. Temporary Chairman Longworth had turned the gavel over to permanent Chairman Burton, the latter had delivered his speech in tones that reminded one of a springless wagon banging over a corduroy road, and John R. Malloy, in Ango Gabriel-Trumpt tones, had called the roll of counties for the choice for governor on the first ballot, which was as follows: Oren Britt Brown, 43; Warren G. Harding, 48; James R. Garfield, 73; Nicholas Longworth, 92.

Second Ballot Taken.

There being 1,066 delegates to the convention and 543 necessary to choose, the first ballot was futile. The result of the second ballot also resulted in no choice, as follows: Brown, 363; Harding, 487; Longworth, 164; Garfield, 83.

In the following ballot Joseph B. Foraker got four votes, and Foraker's name was uproariously cheered. It will be observed that Brown fell away considerably on the second ballot; that the gain for Harding was small, and that Garfield was scooting to the ash heap, but Longworth was racing fast.

The Cuyahoga delegation, engineered by Senator Burton, on the first ballot cast its 98 votes as follows: Brown, 19; Harding, 13; Longworth, 26.

On the second ballot the delegation plumped its 98 votes solidly for Longworth. The result of the second ballot was ominous for both Brown and Harding. Longworth was skidding swiftly. Cox, at the head of the Hamilton County delegation of which Longworth was a member, did not turn a hair. He knew he could designate the choice for governor. He did not want Harding. He wanted Brown. Yet he saw Brown's vote melting away and that Burton's delegation was racing ahead with Longworth.

Try to Stampede Delegates.

Longworth was upon the platform, sitting beside Permanent Chairman Burton, his newly found political foster father. The convention was in an uproar. The Cuyahoga County delegates were jumping about the convention hall calling upon the delegates to come out for Longworth on the third ballot, and many promised to do so.

The result of the third ballot was as follows: Harding, 746; Brown, 126; Longworth, 235; Garfield, 5.

R. H. Nevin, Jr., of Montgomery County, who had named Judge Brown, moved to make Harding's nomination unanimous.

Continued on Page 3, Column 2.

Popular Excursion, Baltimore & Ohio. Leave Union Station 8:15 a. m.; \$1.00 to Harpers Ferry and Martinsburg; \$1.35 to Berkeley Springs, and \$2.00 to Cumberland and return by special train, returning same day. Splendid opportunity for a delightful outing cheap.